

## THE ONLY SURVIVOR DEAD

**Captain Z. C. Gifford Dies at the Age of  
Seventy-five.**

RICHMOND, March 21.—Captain Z. C. Gifford, commander of the steamer Ariel, of the James river line, whose death has been reported, was 75 years of age, and had been for 60 years a sea-faring man. He commanded the W. Allison, the boat used for exchange of prisoners on the James during the war, but he was

cially notable as having been the sole survivor of what was known as the Creole massacre in 1841, which came near causing trouble between England and America. The Creole was bound from Richmond to New Orleans and 63 negro slaves for the New Orleans market. The ship got out all right, but the negroes mutinied, and the captain, Edward G. Smith, was the only survivor of the crew. He found himself lying on the quarter deck, slashed and shot and left for dead. The mutineers at first decided to kill him, but on consultation demanded that he should pilot the ship to Abbeville, South Carolina. They had been told by a preacher in Norfolk, Virginia, where they would get their freedom, to lead them by steering for Nassau. On reaching that place he reported to the

American consul. The latter called on Admiral Cockburn, of the British navy, and the British consul, Sir George Adair, and the negroes, who as soon as they landed, claimed protection as British subjects, and were at once declared subjects of Great Britain. Gifts of money and food were sent to the freedmen, and the penalty of death was pronounced if he attempted to take one of them from the island. He therefore abandoned that idea, and protested against such proceedings, and sent the protest to Washington. John Tyler was then president of the United States, and the case was managed by President Tyler and Daniel Webster. They made a demand upon the British government to pay for the slaves, and to return the freedmen to the West Indies, in return for them, principal and compound interest. Lord Ashburton came over here from England to treat for them, and it was agreed that as the Ashburton treaty. Five hundred of the negroes were to be transported to the ship and go to their masters in New Or-

thing that port. Captain Gillord's son,

was an officer in the confederate army, was killed with yellow fever at the Bahama Islands, and the mother was the daughter of a negro who was with the mutineers.

**A Marriage in Greenville, S. C.**  
GREENVILLE, S. C., March 21. —[Special.]—Miss Lydia Byrd was married to Mr. A. H. Church on Thursday evening at the Baptist Church, Rev. C. M. Murray officiating.

At the conclusion of the wedding services the bride and groom and intimate friends returned to the residence of the bride's father, Alderman A. B. Byrd, where all spent the delightful hours of the evening, around the festive board. The bride has always been noted for her beauty and intelligence, and her alabaster complexion, blended with great personal beauty and an amiableness and sweetness of disposition, which has endeared her to all who know her a star of unusual splendor in the social circle. The groom is a popular young member of the legal profession.

After the wedding, the bride, who united in casting after them the traditional old shoe of good luck, and wishing them God-speed as they went together on their introductory path in life, returned to her home.

**Suits Against Strikers.**  
TOPEKA, March 21.—The Missouri Pacific railway company filed yesterday in the southern circuit court a bill in equity against three hundred strikers, charging them and their attorneys with having formed a conspiracy to abandon the company's service, and assuming control of its property and resisting the performance of its service for the company. The bill asks the relief of the company from carrying on its business as a common carrier.

**Collision on the East Tennessee.**  
CHATTANOOGA, Tenn., March 21.—[Special.] A freight and a switch engine collided on the T. V. and railroad near Hickman, Tenn., this morning, throwing the locomotive and a freight engine. Both engines and seven cars are demolished. Will Steelman, fireman on the extra freight, jumped from the engine and as very seriously injured.

**The Snow Fall In Iowa.**  
DUBUQUE, Iowa, March 21.—The heaviest and most destructive snow storm that has visited Dubuque the past five years began yesterday, and continued until late this morning, and fell to a depth of over one foot, and drifted until the fences were hidden from view. Several frail buildings fell under its weight.

**Sustaining Vice-President Hoie.**

le, and how much they

and the rights of way can be secured, another object was to meet with President Raulo and the other members of the committee at Kansas City and build his road to the city in the event the proposed new line would be pushed by the Birmingham and Oklahoma City Railway Co. by the Kansas City gentlemen is that known as the Kansas City, Fort Scott and Memphis line, which is a distance of 200 miles, and the Kansas City, Springfield and Memphis line, which is a distance of 287 miles. The proposition is to extend the line from Kansas City to Springfield, a distance of 100 miles, thereby making a distance line from Kansas City to Memphis of 387 miles, the distance line from Kansas City to Birmingham, a total distance of 587 miles. The proposition is to build the line from Kansas City to Birmingham to be made by the Kansas City, Fort Scott and Memphis line, and the line from Kansas City to Springfield to be made by the Kansas City, Springfield and Memphis line. The party had a conference with Dr. Caldwell, president of the Kansas City, Fort Scott and Memphis line, and Dr. Caldwell, president of the Kansas City, Springfield and Memphis line. He assured them he would do all within his power to assist them in their proposition. The proposition is to build the line from Kansas City to Birmingham and his company would proceed at once and build the line from Kansas City to Birmingham.

The supreme court has decided that a railroad is liable for injury to a free-pass passenger, and that the degree of care was incumbent upon the carriers of passengers in the case of non-traveling on a free pass in the case of a passenger paying full fare. The decision was against the Great Colorado and Santa Fe railways.

There is some talk of extending the Americus, Preston and Lumpkin to Florence, or some other point on the Chattahoochee river. It is believed on some circles that eventually this road will be a portion of a through line running from Savannah to Montgomery, Ala.







Short Line

Shreveport

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LEANS.

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Without Charge

INS.

February 22nd, 1886

DAILY.

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## TALMAGE'S SERMON,

PREACHED YESTERDAY IN FA-

ETTE, MISSOURI.

The Eloquent Divine Preaches the Eleventh of His

Subject Being "Heredity," a Sermon

of Interest to Young Men, Etc., Etc.

FAVETTE, Mo., March 21.—[Special.]—At

the invitation of the chief citizens of this

place the Rev. T. DeWitt Talmage, D. D.,

stopped here to preach on his way to Kansas

City and other places. He arrived yesterday

(Saturday) afternoon, and will leave on Mon-

day. His audience here was no exception to

the rule that his church for the last twenty

years has been large enough to hold the audi-

ence when Dr. Talmage is announced to preach.

The preacher's subject was "Heredity," and his

text 1 Samuel, xvii, 58: "Whose son art thou,

young man?" Following is the sermon in

full, which is the eleventh in the series on

"The Marriage Ring."

Never was there a more unequal fight than

that between David and Goliath. David five

feet high; Goliath ten. David, a young boy,

fought up amid rural scenes; Goliath a war-

rior by profession. Goliath a mountain of

braggadocio; David a marvel of humility.

Goliath armed with an iron spear; David armed

with a sling and smooth stones from the brook.

But you are anxious to despise these latter

weapons. There was a regiment of slingers in

the Assyrian army and a regiment of slingers

in the Egyptian army, and they made ter-

rible execution, and they could cast a stone

with as much precision as a musketeer with

his force as now can be hurled shot or shell.

The Greeks in their army had slingers who

would throw leaden plummet stones

which would pierce the armor of the enemy.

So it was a mighty weapon David em-

ployed in that famous combat.

A Jewish rabbi says that the probability is

that Goliath was in such contempt for David,

that in a paroxysm of laughter he threw his

head back, and his helmet fell off, and David

saw the uncovered forehead, and his oppor-

tunity had come, and taking this sling and

flinging it around his head three times, and

aiming at that uncovered forehead, he

crushed it in like an egg-shell. The battle

over beheld a king; Saul sitting, list-

less David, standing, his fingers on the bow,

the hair of the vanquished Goliath, and

David standing there holding in his hand the

glorious trophy, evidence of complete vic-

tory over the giant, the king

wonders what parentage was honored by such

heroism, and in my text he asks David his

pedigree: "Whose son art thou, young man?"

The king saw what you and I see, that this

question of heredity is a mighty question.

The larger I live the more I believe in blood

—good blood, bad blood, proud blood, humble

blood, honest blood, dishonest blood, manly

blood, cowardly blood. The tendency may

skip a generation or two, but it is sure to

come out as in a little child you sometimes

find a similarity to a great grandfather whose

picture hangs on the wall, or a great-grandmother

whose portrait hangs on the wall, or a great-grandfather

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Large Synagogue. The old folks were so busy at

such time in making us happy, and perhaps

on less resources made their sons and daugh-

ters happier than you on larger resources are

able to make your sons and daughters happy.

The snow lay two feet above

much grass, but they took of the white

blankets and mingled in the holiday festi-

vities—the same wrinkles, the same stoop of

shoulder under the weight of age, the same

old style of dress or coat, the same smile, the

same tones of voice, how can you remember

them before they went away? If not, I hope

there are those who have recited to you what

they were, and that there may be in your

house some articles of dress or furniture with

which you associate their memories. I want

to arouse the most sacred memories of your

heart while I make the impassioned interroga-

tory in regard to your pedigree.

"Whose son art thou, young man?"

First, I accost all those who are descended

of a Christian ancestry. I do not ask if your

parents were perfect. Perhaps there were

some who were too much blood in their veins

they chastised you. But from what I know of

you, you got no more than you deserved, and

perhaps a little more than you deserved, and

perhaps a little more chastisement would have

been salutary. But you are anxious to con-

fess, I think, that they wanted to do

right. From what you overheard in conver-

sations, and from what you saw at the family

table at neighborhood suppers, you know

that they had invited God into their heart

and life. There was something that sustained

these old people supernaturally. You have no

doubt about their destiny. You expect, if you

ever get to heaven, to meet them as com-

pany as you expect to meet the Lord Jesus Christ.

That early association has been a charm for

you. There was a time when you got right up

from house of iniquity and went out into the

open air because you thought your mother

was looking at you. You have never been

very happy in consequence of a sweet old face

that would present itself. The music of voices

from the past accented to you until they were

seemingly audible, and you looked around to

see who spoke. There was an estate not men-

tioned in the last will and testament, a vast

estate of prayer and of love, and of Chris-

tian entreaty and glorious memory. The sur-

vivors of the family gathered to hear the will

read, and this was to be kept, and that was to

be sold, and it was to be shared alike. But

there was an unwritten will that read thus:

"In the name of God, Amen. I, being of sound

mind, bequeath to my children all my prayers

for their salvation; I bequeath to them the

inheritance of heaven, and of the life to come.

I bequeath to them the love of God, and of

the Father, and of the Holy Ghost, and of the

Church, and of the communion of saints. I

bequeath to them the love of God, and of the

Father, and of the Holy Ghost, and of the

Church, and of the communion of saints. I

bequeath to them the love of God, and of the

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Church, and of the communion of saints. I

bequeath to them the love of God, and of the

Father, and of the Holy Ghost, and of the

have had, in fact, a terrible resurrection. Oh,

how she was wont to pray! She prayed as

they prayed tonight, so earnest, so importu-

nate, so believing. Shall I ever be a Christian?

She was a Christian. Oh, how bright and pure

and happy was her life! She was a cheerful

and happy Christian. There is my mother's

Bible. I have not opened it for years. Did

she believe I could ever neglect her precious

Bible? She surely thought I would read it

much and often. How often has she read it

to me!

"Blessed mother, did you pray in vain for

your boy? It shall not be in vain. Alas, no,

it shall not be in vain. I will pray for

myself. Who has sinned against so many

prayers put up to heaven for me by one of the

most loving, tender, pious, confiding, trusting

mothers in her heavenly Father's care and

grace? She never doubted. She believed. She

always prayed as if she did. My Bible, my

mother's Bible and my conscience teach

what I am and what I ought to be. Oh, the

bitter pang of an accusing conscience! I need

a Savior mightily to save. I must seek

him. I will. I am on the sea of existence, and

I am not getting off from it. I am afraid. No

anxiety, no rudder, no compass, no book, no

instructions for I have put them all away from

me. Savior of the perishing, save or I perish!

Do you wonder that the next day he arose

in a prayer-meeting and said: "My brethren,

I stand before you a monument of God's amaz-

ing mercy and goodness, forever blessed be

His holy name! all I have and all I am I con-

secrate and dedicate to God, my Father, my

Savior, my Redeemer, my Lord, my God, the

power of ancestral prayer. Hear it! hear it!

I have it! I have it! I have it! I have it!

I have it! I have it! I have it! I have it!

I have it! I have it! I have it! I have it!

I have it! I have it! I have it! I have it!

I have it! I have it! I have it! I have it!

I have it! I have it! I have it! I have it!

I have it! I have it! I have it! I have it!

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I have it! I have it! I have it! I have it!

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**Jas. A. Anderson & Co.**

NEW SPRING STOCK  
NOW OPEN!

Men and Boys' Clothing  
**COMPLETE**  
—IN EVERY—  
DEPARTMENT

**DEPARTMENT!**  
You cannot afford to buy without seeing our  
new and elegant stock.  
**We Keep the Best Goods,**  
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The assortment is immense, with two of the best cutters in the south.

Goods sent out of the city on approval AND RETURN, EXPRESS PAID.

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OFFICE 37 MARILETTA STREET, ATLANTA, GA.  
Refer to Bank of the State of Georgia and the  
retail lumber trade of the city.  
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—THE—  
NEW ORLEANS,  
VICKSBURG;  
SHREVEPORT

SHREVEPORT  
AND TEXAS SHORT LINE  
—VIA—  
The Georgia Pacific R'y.  
AND

**BIRMINGHAM, ALABAMA.**  
**Many Miles the Shortest!**  
**Several Hours the Quickest!**  
**To All Points in the Southwest**

**and West.**  
**Mann Boudoir Dining and Sleeping Cars At-**  
**lanta to New Orleans.**  
**Parlor Cars Meridian to Shreveport.**  
 Through Time Table in Effect February 28th, 1886

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No. 52.	No. 50.	.....
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Ar. Atlanta.....	8 05 am	4 30 pm	*****
Ar. Anniston.....	1 07 pm	9 10 pm	*****
* Birmingham.....	3 55 pm	11 35 pm	*****
* Akron.....	7 30 pm	3 00 am	*****
* Meridian.....	11 10 pm	6 25 am	*****
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** New Orleans.....	7 00 am	1 00 pm	*****
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* Jackson.....		10 45 am	*****
* Vicksburg.....		12 40 pm	*****
Monroe.....		6 40 pm	*****
* Mobile.....		11 10 pm	*****
* Mobile.....		4 00 pm	*****

" Longview.....	5 20 am	*****
" Dallas.....	12 20 pm	*****
" Ft. Worth.....	2 05 pm	*****

Trains No. 50 and 52 make close connections at Louisville and Nashville Railroad for NASHVILLE, MEMPHIS, LOUISVILLE and St. LOUIS.

All trains depart from union depot, Atlanta, Ga.

**I. Y. SAGE,      ALEX. S. THWEATT,**  
S. W.      T. P. A.

Gen. Supt.  
G. S. BARNUM, G. P. A.  
General office Birmingham, Ala.

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**THE GEORGIA RAILROAD**  
GEORGIA RAILROAD COMPANY,  
Office General Manager,  
Augusta, Ga., Nov. 21, 1888.

Commencing Sunday, 22d proximo, the following passenger schedule will be operated:  
Trains run by 90th meridian time.

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FAST LINE.	
NO 27 WEST-DAILY.	
Leave Augusta.....	7 40 a.m.
Leave Washington.....	7 20 a.m.
Leave Athens.....	7 45 a.m.
Leave Gainesville.....	5 55 a.m.

Arrive Atlanta.....	1 00 pm
NO. 28 EAST-DAILY.	
Leave Atlanta.....	2 45 pm
Leave Gainesville.....	5 55 am
Arrive Athens.....	7 40 pm
Arrive Washington.....	7 35 pm
Arrive Augusta.....	8 15 pm
DAY PASSENGER TRAINS.	
NO. 2 EAST-DAILY.	
Leave Atlanta.....	8 00 am
NO. 1 WEST-DAILY.	
Leave Augusta.....	10 50 am

Ar. Gainesville.....	8 25 pm	" Macon.....	7 30 am
" Athens.....	5 30 pm	" Milledgeville.....	7 30 am
" Washington.....	2 30 pm	" Atlanta.....	11 20 am
" Milledgeville.....	4 40 pm	" Athens.....	9 00 am
" Macon.....	4 20 pm	Ar. Gainesville.....	8 25 pm
" Augusta.....	2 35 pm	" Atlanta.....	5 40 pm

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NIGHT EXPRESS AND MAIL		NO. 3 WEST-DAILY	
NO. 4 EAST-DAILY	NO. 3 WEST-DAILY		
L'Ve Atlanta.....	1 35 pm	L'Ve Augusta.....	9 45 pm
Ar. Augusta.....	5 50 am	Ar. Atlanta.....	6 45 am

COACHES ACCOMMODATION

**COVINGTON COLUMBIAN CROSSING**

L've Atlanta.....	5 36 pm	L've Covington.....	5 40 am
Decatur.....	5 36 pm	L've Decatur.....	7 25 am
Ar. Covington.....	8 10 pm	Ar. Atlanta.....	7 55 am

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**DECATUR TRAIN,**  
(Daily except Sundays.)

L've Atlanta.....	9 35 am	L've Decatur.....	10 15 am
Ar. Decatur.....	10 05 am	Ar. Atlanta.....	10 40 am

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**CLARKSTON TRAIN.**

L've Atlanta.....	1 25 pm	L've Clarkston.....	2 36 pm
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L'Ve Decatur..... 1 47 pm    L'Ve Decatur..... 3 01 pm  
Ar. Clarkston..... 2 12 pm    Ar. Atlanta..... 3 30 pm

Trains Nos. 2, 1, 4 and 3 will, if signaled, stop at any regular schedule flag station.

No connection for Gainesville on Sundays.

Train No. 27 will stop at and receive passengers to and from the following stations only: Grovesboro, Berne, Watertown, Clinton, Thompsons, Norwood, Barre, Cawfieldville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Conyers, Stump Mountain and Decatur. These trains make

Train No. 28 will stop at and receive passengers to and from the following points: county seat, Georgetown, Berzella, Henson, Bearing, Thompson, Norton, Mt. Ararat, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Conyers, Lithonia, Stone Mountain and Decatur.

No. 28 stops at Union Point for supper.

Connects at Augusta for all points east and south-

East.  
J. W. GREEN,  
Gen'l Maharar,  
K. R. DORSEY,  
Gen'l Pass. Agent.

any regular schedule flag station.

No connection for Gainesville on Sundays.

Train No. 2 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Harless, bearing; Thompson, Norwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Conyers, Stone Mountain and Decatur. These trains make close connection for all points east, south-east, west, southwest, north and northwest, and carry through sleepers between Atlanta and Charleston.

Train No. 3 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Harless, bearing; Thompson, Norwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Conyers, Stone Mountain and Decatur.

No stops at Union Point for supper.

Connects at Augusta for all points east and south-east.

**J. W. GREEN,**  
Gen'l Manager,

**E. R. DORSEY,**  
Gen'l Pass. Agent.

Leave Washington.....	7 45 am
Arrive Gainesville.....	8 50 am
Arrive Atlanta.....	1 00 pm

  

**NO. 28 EAST-DAILY.**

Leave Atlanta.....	2 45 pm
Leave Gainesville.....	3 50 pm
Arrive Athens.....	4 55 pm
Arrive Washington.....	7 35 pm
Arrive Augusta.....	8 15 pm

  

**DAY PASSENGER TRAINS.**

<b>NO. 2 EAST-DAILY.</b>		<b>NO. 1 WEST-DAILY.</b>	
L've Atlanta.....	9 35 am	L'v'e Augusta.....	10 50 am
A'r Gainesville.....	8 25 pm	" Macon.....	7 10 am
A'thens.....	5 30 pm	Milledgeville.....	6 30 am
" Washington.....	2 30 pm	" Washington.....	11 20 am
" Milledgeville.....	4 43 pm	" Athens.....	8 40 am
" Macon.....	6 15 pm	A'r Gainesville.....	9 25 pm
" Augusta.....	8 35 pm	" Atlanta.....	3 40 pm

  

**NIGHT EXPRESS AND MAIL.**

<b>NO. 4 EAST-DAILY.</b>		<b>NO. 3 WEST-DAILY.</b>	
L've Atlanta.....	8 55 am	L'v'e Augusta.....	9 45 pm
A'r Atlanta.....	5 50 am	A'r Atlanta.....	6 45 am

  

**COVINGTON ACCOMMODATION.**

L've Atlanta.....	5 50 pm	L've Covington.....	5 40 am
A'r Decatur.....	8 25 pm	A'r Atlanta.....	3 45 pm
A'r Covington.....	10 10 am	A'r Atlanta.....	7 55 am

  

**DECATUR TRAIN.**

(Daily except Sundays.)

L've Atlanta.....	9 35 am	L'v'e Augusta.....	10 15 am
A'r Decatur.....	10 05 am	A'r Atlanta.....	10 40 am

  

**CLARKSTON TRAIN.**

L've Atlanta.....	1 25 pm	L've Clarkston.....	2 30 pm
L've Decatur.....	1 47 pm	L've Decatur.....	3 03 pm

  

No connection for Gainesville and Clifton.

Trains Nos. 1, 4 and 3 will, if signaled, stop at any regular schedule flag station.

No connection for Gainesville and Clifton, Sundays.

Train No. 27 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnet, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, McDonough and Decatur. These trains make close connection for all points east, southeast, west, southwest, north and northwest, and carry through sleepers between Atlanta and Clifton.

Trains No. 28 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, McDonough and Decatur.

No stops stop at Union Point for supper.

Connects at Augusta for all points east and south-east.

J. W. GREEN,  
Gen'l. Manager.
E. R. DORNEY,  
Etl. Pass. Agent.

Leave Washington.....	7 45 am
Arrive Gainesville.....	8 50 am
Arrive Atlanta.....	1 00 pm

**NO. 28 EAST-DAILY.**

Leave Atlanta.....	2 45 pm
Leave Gainesville.....	3 50 pm
Arrive Athens.....	4 55 pm
Arrive Washington.....	7 35 pm
Arrive Augusta.....	8 15 pm

**DAY PASSENGER TRAINS.**

<b>NO. 2 EAST-DAILY.</b>		<b>NO. 1 WEST-DAILY.</b>	
L've Atlanta.....	9 35 am	L'v'e Augusta.....	10 50 am
A'r Gainesville.....	8 25 pm	" Macon.....	7 10 am
A'r Athens.....	9 30 pm	" Milledgeville.....	6 30 am
" Washington.....	2 30 pm	" Washington.....	11 20 am
" Milledgeville.....	4 43 pm	" Athens.....	8 00 am
" Macon.....	6 15 pm	A'r Gainesville.....	9 25 pm
" Augusta.....	8 35 pm	" Atlanta.....	3 40 pm

**NIGHT EXPRESS AND MAIL.**

<b>NO. 4 EAST-DAILY.</b>		<b>NO. 3 WEST-DAILY.</b>	
L've Atlanta.....	8 55 am	L'v'e Augusta.....	9 45 pm
A'r Atlanta.....	5 50 am	A'r Atlanta.....	6 45-am

**COVINGTON ACCOMMODATION.**

L've Atlanta.....	5 50 pm	L've Covington.....	5 40 am
A'r Decatur.....	8 25 pm	A'r Atlanta.....	3 40 pm
A'r Covington.....	10 10 am	A'r Atlanta.....	7 55 am

**DECATUR TRAIN.**

(Daily except Sundays.)

L've Atlanta.....	9 35 am	L'v'e Augusta.....	10 15 am
A'r Decatur.....	10 05 am	A'r Atlanta.....	10 40 am

**CLARKSTON TRAIN.**

L've Atlanta.....	1 25 pm	L've Clarkston.....	2 30 pm
L've Decatur.....	1 47 pm	L've Decatur.....	3 03 pm

No connection for Gainesville and Clifton.

**Trains Nos. 1, 4 and 3 will, if signaled, stop at any regular schedule flag station.**

**No connection for Gainesville and Clifton, Sundays.**

**Train No. 27 will stop at and receive passengers to and from the following stations only:** Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnet, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, McDonough and Decatur. These trains make close connection for all points east, southeast, west, southwest, north and northwest, and carry through sleepers between Atlanta and Clifton.

**Trains No. 28 will stop at and receive passengers to and from the following stations only:** Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, McDonough and Decatur.

**No stops stop at Union Point for supper.**

**Connects at Augusta for all points east and south-**

**J. W. GREEN,**  
Gen'l Manager.
**E. R. DORNEY,**  
Etl. Pass. Agent.

Leave Washington.....	7 45 am
Arrive Gainesville.....	8 50 am
Arrive Atlanta.....	1 00 pm

  

**NO. 28 EAST-DAILY.**

Leave Atlanta.....	2 45 pm
Leave Gainesville.....	3 50 pm
Arrive Athens.....	4 55 pm
Arrive Washington.....	7 35 pm
Arrive Augusta.....	8 15 pm

  

**DAY PASSENGER TRAINS.**

<b>NO. 2 EAST-DAILY.</b>		<b>NO. 1 WEST-DAILY.</b>	
L've Atlanta.....	9 35 am	L'v'e Augusta.....	10 50 am
A'r Gainesville.....	8 25 pm	" Macon.....	7 10 am
A'thens.....	5 30 pm	" Milledgeville.....	6 30 am
" Washington.....	2 30 pm	" Washington.....	11 20 am
" Milledgeville.....	4 43 pm	" Athens.....	8 40 am
" Macon.....	6 15 pm	A'r Gainesville.....	9 25 pm
" Augusta.....	8 35 pm	" Atlanta.....	3 40 pm

  

**NIGHT EXPRESS AND MAIL.**

<b>NO. 4 EAST-DAILY.</b>		<b>NO. 3 WEST-DAILY.</b>	
L've Atlanta.....	8 55 am	L'v'e Augusta.....	9 45 pm
A'r Atlanta.....	5 50 am	A'r Atlanta.....	6 45-am

  

**COVINGTON ACCOMMODATION.**

L've Atlanta.....	5 50 pm	L've Covington.....	5 40 am
A'r Decatur.....	8 25 pm	A'r Atlanta.....	3 40 pm
A'r Covington.....	10 10 am	A'r Atlanta.....	7 55 am

  

**DECATUR TRAIN.**

(Daily except Sundays.)

L've Atlanta.....	9 35 am	L'v'e Augusta.....	10 15 am
A'r Decatur.....	10 05 am	A'r Atlanta.....	10 40 am

  

**CLARKSTON TRAIN.**

L've Atlanta.....	1 25 pm	L've Clarkston.....	2 30 pm
L've Decatur.....	1 47 pm	L've Decatur.....	3 03 pm

  

Trains Nos. 1, 4 and 3 will, if signaled, stop at any regular schedule flag station.

No connection for Gainesville on Sundays.

Train No. 27 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnet, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, Monticello and Decatur. These trains make close connection for all points east, southeast, west, southwest, north and northwest, and carry through sleepers between Atlanta and Clinton.

Trains No. 28 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, Monticello and Decatur.

No stops stop at Union Point for supper.

Connects at Augusta for all points east and south-east.

J. W. GREFF,  
Gen'l Manager,
E. R. DORNEY,  
Etl. Pass. Agent.

Leave Washington.....	7 45 am
Leave Gainesville.....	8 50 am
Arrive Atlanta.....	1 00 pm

**NO. 28 EAST-DAILY.**

Leave Atlanta.....	2 45 pm
Leave Gainesville.....	3 50 pm
Arrive Athens.....	5 30 pm
Arrive Washington.....	7 35 pm
Arrive Augusta.....	8 15 pm

**DAY PASSENGER TRAINS.**

<b>NO. 2 EAST-DAILY.</b>		<b>NO. 1 WEST-DAILY.</b>	
L've Atlanta.....	8 15 am	L've Augusta.....	10 50 am
A'r Gainesville.....	8 25 pm	" Macon.....	7 10 am
" Athens.....	8 30 pm	" Milledgeville.....	9 30 am
" Washington.....	8 40 pm	" Washington.....	11 20 am
" Milledgeville.....	4 43 pm	" Athens.....	8 00 am
" Macon.....	6 15 pm	A'r Gainesville.....	9 25 pm
" Augusta.....	8 35 pm	" Atlanta.....	3 40 pm

**NIGHT EXPRESS AND MAIL.**

<b>NO. 4 EAST-DAILY.</b>		<b>NO. 3 WEST-DAILY.</b>	
L've Atlanta.....	8 55 am	L've Augusta.....	9 40 pm
A'r Atlanta.....	5 50 am	A'r Atlanta.....	6 45 am

**COVINGTON ACCOMMODATION.**

L've Atlanta.....	5 50 pm	L've Covington.....	5 40 am
" Decatur.....	8 25 pm	A'r Atlanta.....	3 40 pm
A'r Covington.....	10 10 am	A'r Atlanta.....	7 55 am

**DECATUR TRAIN.**

(Daily except Sundays.)

L've Atlanta.....	9 35 am	L've Augusta.....	10 10 am
A'r Decatur.....	10 05 am	A'r Atlanta.....	10 40 am

**CLARKSTON TRAIN.**

L've Atlanta.....	1 25 pm	L've Clarkston.....	2 30 pm
L've Decatur.....	1 47 pm	L've Decatur.....	3 03 pm

Trains Nos. 1, 4 and 3 will, if signaled, stop at any regular schedule flag station.

No connection for Gainesville on Sundays.

Train No. 27 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, Milledgeville and Decatur. These trains make close connection for all points east, southeast, west, southwest, north and northwest, and carry through sleepers between Atlanta and Clinton.

Train No. 28 will stop at and receive passengers to and from the following stations only: Grovetown, Berzella, Marietta, Decatur, Union Point, Newwood, Barwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, Social Circle, Covington, Congress, Stone Mountain, Suwanee, Milledgeville and Decatur.

No 28 stops at Union Point for supper.

Connects at Augusta for all points east and south.

**J. W. GREFF,**  
Gen'l. Manager.

**E. R. DORSEY,**  
Gen'l. Pass. Agent.

Blaund Boud Dining and Sleeping Cars Atlanta to New Orleans.								
Parlor Cars Meridian to Shreveport.								
Through Time Table in Effect February 28th, 1886								
	No. 52.	No. 50.						
Lv. Atlanta.....	8 05 am	4 30 pm	.....					
Ar. Anniston.....	1 07 pm	9 10 pm	.....					
Ar. Birmingham.....	5 35 pm	11 35 pm	.....					
Ar. Akron.....	7 55 pm	3 22 am	.....					
Ar. Meridian.....	12 11 pm	7 25 am	.....					
Ar. New Orleans.....	7 00 am	1 00 pm	.....					
.....	.....	.....	.....					
Ar. Jackson.....	1 05 am	.....	.....					
Ar. Vicksburg.....	12 40 pm	.....	.....					
Ar. Monroe.....	11 35 pm	.....	.....					
Ar. Natchitoches.....	11 10 pm	.....	.....					
Ar. Marshall.....	4 00 am	.....	.....					
Ar. Alexandria.....	12 40 pm	.....	.....					
Ar. Dallas.....	12 20 pm	.....	.....					
Ar. Ft. Worth.....	2 05 pm	.....	.....					
Trains No. 50 and 52 make close connection with the Mobile and Nashville Railroad for NASHVILLE, MEMPHIS, LOUISVILLE and ST. LOUIS.								
All trains will be operated from union depot, Atlanta, Ga.								
I. V. SAGE,	ALEX. S. THWEATT,	T. P. A.						
Gen. Supt.								
G. S. BARNUM, G. P. A.								
General Office Birmingham, Ala.								
THE GEORGIA RAILROAD								
GEORGIA RAILROAD COMPANY,								
Office General Manager,								
Augusta, Ga., Nov. 27, 1885.								
Commencing Sunday, December 22nd proximo, the following passenger schedule will be operated:								
Trains run by 90th meridian time.								
PER DIEM LINE								
NO. 27 WEST-DAILY.								
Leave Augusta.....	7 40 am							
NO. 28 EAST-DAILY.								
Leave Atlanta.....	2 45 pm							
DAY PASSENGER TRAINS.								
NO. 2 EAST-DAILY.		NO. 1 WEST-DAILY.						
Lv. Atlanta.....	8 00 am	Lv. Augusta.....	10 50 am					
Ar. Gainesville.....	8 25 pm	Ar. Washington.....	7 10 am					
Ar. Athens.....	5 30 pm	Ar. Milledgeville.....	9 35 am					
Ar. Washington.....	2 20 pm	Ar. Washington.....	11 25 am					
Ar. Milledgeville.....	4 45 pm	Ar. Athens.....	3 00 am					
Ar. Macon.....	6 15 pm	Ar. Gainesville.....	8 25 am					
Ar. Augusta.....	2 35 pm	Ar. Atlanta.....	1 00 pm					
NIGHT EXPRESS AND MAIL.								
NO. 4 EAST-DAILY.		NO. 3 WEST-DAILY.						
Lv. Atlanta.....	8 15 pm	Lv. Augusta.....	2 45 pm					
Ar. Augusta.....	5 50 am	Ar. Decatur.....	7 25 am					
COVINGTON ACCOMMODATION.								
Lv. Atlanta.....	5 50 pm	Lv. Covington.....	5 45 am					
Ar. Decatur.....	6 pm	Lv. Atlanta.....	7 45 am					
Ar. Covington.....	8 10 pm	Ar. Atlanta.....	2 25 am					
DECATUR TRAIN.								
(Daily except Sundays.								
Lv. Atlanta.....	1 45 pm	Lv. Decatur.....	10 15 am					
Ar. Decatur.....	10 05 am	Ar. Atlanta.....	10 40 am					
CLARKSTON TRAIN.								
Lv. Atlanta.....	1 25 pm	Lv. Clarkston.....	2 35 pm					
Ar. Clarkston.....	1 45 pm	Lv. Atlanta.....	2 35 pm					
Ar. Clarkston.....	2 12 pm	Ar. Atlanta.....	4 30 pm					
Trains Nos. 2, 1, 4 and 3, if signaled, stop at any regular schedule flag station.								
Connections for all towns between Atlanta and Sundays.								
Train No. 27 will stop at and receive passengers for Newburg, Berzella, Marietta, Decatur, Thompson, Greenwood, and from the following stations: Grovespring, Berzella, Marietta, Decatur, Thompson, Newburg, Marietta, Decatur, Thompson, Greenwood, Stone Mountain and Decatur. These trains make close connection for all points east, southeast, southwest, north and west, and carry 1000 passengers between Atlanta and Charleston.								
Train No. 28 will stop at and receive passengers to and from the following stations: Grovespring, Berzella, Marietta, Decatur, Thompson, Newburg, Marietta, Decatur, Thompson, Greenwood, Stone Mountain and Decatur. These trains make close connection for all points east, southeast, southwest, north and west, and carry 1000 passengers between Atlanta and Charleston.								
Connections at Augusta for all points east and southeast.								
J. W. GRENEY, Gen'l Manager,	E. R. DORSEY, Gen'l Pass. Agent,							

<b>Blaund Boudier Dining and Sleeping Cars Atlanta to New Orleans.</b>									
<b>Parlor Cars Meridian to Shreveport.</b>									
Through Time Table in Effect February 28th, 1886									
No. 52.....	No. 50.....								
Lv. Atlanta..... 8 05 am	4 30 pm								
Ar. Anniston..... 1 07 pm	9 10 pm								
" Birmingham..... 3 35 pm	11 35 pm								
" Akron..... 7 55 pm	3 22 am								
" Meridian..... 11 11 pm	7 25 am								
" New Orleans..... 7 00 am	1 00 pm								
" Jackson..... 1 05 am	7 45 pm								
" Vicksburg..... 12 40 pm	.....								
" Monroe..... 11 10 pm	.....								
" Natchez..... 4 00 am	.....								
" Marshall..... 12 20 pm	.....								
" Dallas..... 2 05 pm	.....								
" Ft. Worth..... 2 05 pm	.....								
<b>Trains No. 50 and 52 make close connection with the Mobile and Nashville Railroad for NASHVILLE, MEMPHIS, LOUISVILLE and ST. LOUIS.</b>									
All trains will stop at union depot, Atlanta, Ga.									
I. Y. SAGE,	ALEX. S. THWEATT,	T. P. A.							
Gen. Supt.									
G. S. BARNUM, G. F. A.									
General Office Birmingham, Ala.									
<b>THE GEORGIA RAILROAD</b>									
GEORGIA RAILROAD COMPANY,									
Office General Manager,									
Augusta, Ga., Nov. 27, 1885.									
Commencing Sunday, December 22d proximo, the following passenger schedule will be operated:									
Trains run by 90th meridian time.									
<b>PART LINE</b>									
<b>NO. 27 WEST-DAILY.</b>									
Leave Augusta.....	7 40 am								
Arrive Washington.....	7 20 am								
Leave Athens.....	7 45 am								
Leave Gainesville.....	5 55 am								
Arrive Atlanta.....	1 00 pm								
<b>NO. 28 EAST-DAILY.</b>									
Leave Atlanta.....	2 45 pm								
Leave Gainesville.....	7 40 pm								
Arrive Athens.....	7 35 pm								
Arrive Washington.....	8 15 pm								
<b>DAY PASSENGER TRAINS.</b>									
<b>NO. 2 EAST-DAILY.</b>	<b>NO. 1 WEST-DAILY.</b>								
Lv. Atlanta..... 8 00 am	Lv. Augusta..... 10 50 am								
Ar. Gainesville..... 8 25 pm	" Macoon..... 7 10 am								
" Athens..... 9 30 pm	" Milledgeville..... 9 35 am								
" Washington..... 2 20 pm	" Washington..... 11 25 am								
" Milledgeville..... 4 45 pm	" Athens..... 8 30 am								
" Macon..... 6 15 pm	" Gainesville..... 5 25 pm								
" Augusta..... 8 35 pm	" Atlanta..... 1 15 pm								
<b>NIGHT EXPRESS AND MAIL.</b>									
<b>NO. 4 EAST-DAILY.</b>	<b>NO. 3 WEST-DAILY.</b>								
Lv. Atlanta..... 8 15 pm	Lv. Augusta..... 8 45 pm								
Ar. Atlanta..... 5 50 am	Ar. Decatur..... 7 25 am								
<b>COVINGTON ACCOMMODATION.</b>									
Lv. Atlanta..... 5 50 pm	Lv. Covington..... 5 45 am								
Decatur..... 6 pm	Lv. Atlanta..... 7 45 am								
Ar. Covington..... 8 10 pm	Ar. Atlanta..... 10 40 am								
<b>DECATUR TRAIN.</b>									
(Daily except Sundays.)									
Lv. Atlanta..... 1 45 pm	Lv. Decatur..... 10 15 am								
Ar. Decatur..... 10 05 am	Ar. Atlanta..... 10 40 am								
<b>CLARKSTON TRAIN.</b>									
Lv. Atlanta..... 1 25 pm	Lv. Clarkston..... 2 35 pm								
Clarkston..... 1 45 pm	Lv. Decatur..... 8 35 am								
Ar. Clarkston..... 1 22 pm	Ar. Atlanta..... 4 30 pm								
Trains Nos. 2, 1, 4 and 3, if signaled, stop at any regular schedule flag station.									
Connections for all towns between Saturdays.									
Train No. 27 will stop at and receive passengers for Woodbury, Grovespring, Greenville, Berzella, Harlem, Deering, Thompson, Norwood, Barnett, Crawfordville, Union Point, Greensboro, Madison, Rutledge, South Circleville, Clinton, Orono, Stone Mountain and Decatur. These trains make close connection for all points east, southeast, southwest, north and northwest, and carry through sleepers between Atlanta and Charleston.									
Train No. 28 will stop at and receive passengers to and from the following places: Grovespring, Berzella, Harlem, Deering, Thompson, Norwood, Barnett, Union Point, Greensboro, Madison, Rutledge, South Circleville, Clinton, Orono, Madison, Stone Mountain and Decatur.									
No. 3 will stop at and receive passengers for all points west and south.									



